

Mr. MCGIBBON: Do you buy them wholesale or retail?

Mr. VAUGHAN: Wholesale.

Mr. MCGIBBON: From the manufacturers?

Mr. VAUGHAN: Largely, yes.

Mr. MCGIBBON: Probably you can give us their names?

Mr. VAUGHAN: There is the Northern Electric, the Majestic—

Mr. MCGIBBON: You need not do it to-day.

Sir HENRY THORNTON: Is that a question you want answered, Dr. McGibbon?

Mr. MCGIBBON: Yes.

Sir HENRY THORNTON: Will you make a note of that, Mr. Vaughan?

Mr. VAUGHAN: Yes.

Sir HENRY THORNTON: Shall we proceed now?

The CHAIRMAN: Yes.

Mr. MCGIBBON: There is a question I asked yesterday with regard to the enormous amount spent on wreckage and injuries to persons in 1929, as compared with the Canadian Pacific Railway. In looking over the comparative statement I find that there is an increase in the National Railways of over \$200,000, the figures for clearing wreckage being \$399,000 against \$159,000, and to injured persons \$860,000 against \$527,000. It struck me that possibly there might be some explanation.

Sir HENRY THORNTON: Well, I think Mr. Fairweather has some figures that will answer that question.

Mr. FAIRWEATHER: I have a comparison here of the expenses clearing wrecks, and damage to freight, injuries to persons on the C.P.R. and Canadian National from 1925 to 1929.

In making a comparison of those figures it must be understood that in the Canadian National you are dealing with a system about some 21,000 route miles in extent, and on the C.P.R. about 14,500 route miles and, of course, that has a distinct bearing upon the comparison.

Under the item of clearing wrecks, we appear in the Canadian National to be consistently higher than the Canadian Pacific. That is quite true. The figures are:—

	<i>Canadian National</i>	<i>Canadian Pacific</i>
1925 . . . . .	\$399,000	\$135,000
1926 . . . . .	403,000	136,000
1927 . . . . .	469,000	164,000
1928 . . . . .	531,000	147,000
1929 . . . . .	399,000	159,000

which latter figures are those which Mr. McGibbon quoted.

The explanation of that, to a certain extent, lies in the increased mileage of the Canadian National. But these amounts must really all be viewed in total, and when you come to loss and damage freight you find that on loss and damage freight the Canadian National has a somewhat better performance than the Canadian Pacific. I will not quote the gross figures, although I have them here; but I will express them as percentages of the freight revenue, because that is what they are best comparable with, and I find this, that in 1925 the percentage of Canadian National loss and damage freight is .535 of 1 per cent. The Canadian Pacific was .632 of 1 per cent. That is, they were considerably higher than the Canadian National.

The next year, 1926, the loss and damage freight on the Canadian National was .479 of 1 per cent. On the Canadian Pacific it was .551 of 1 per cent.

In 1927 the Canadian Pacific practically equalled us. Ours was .538 and theirs .526.